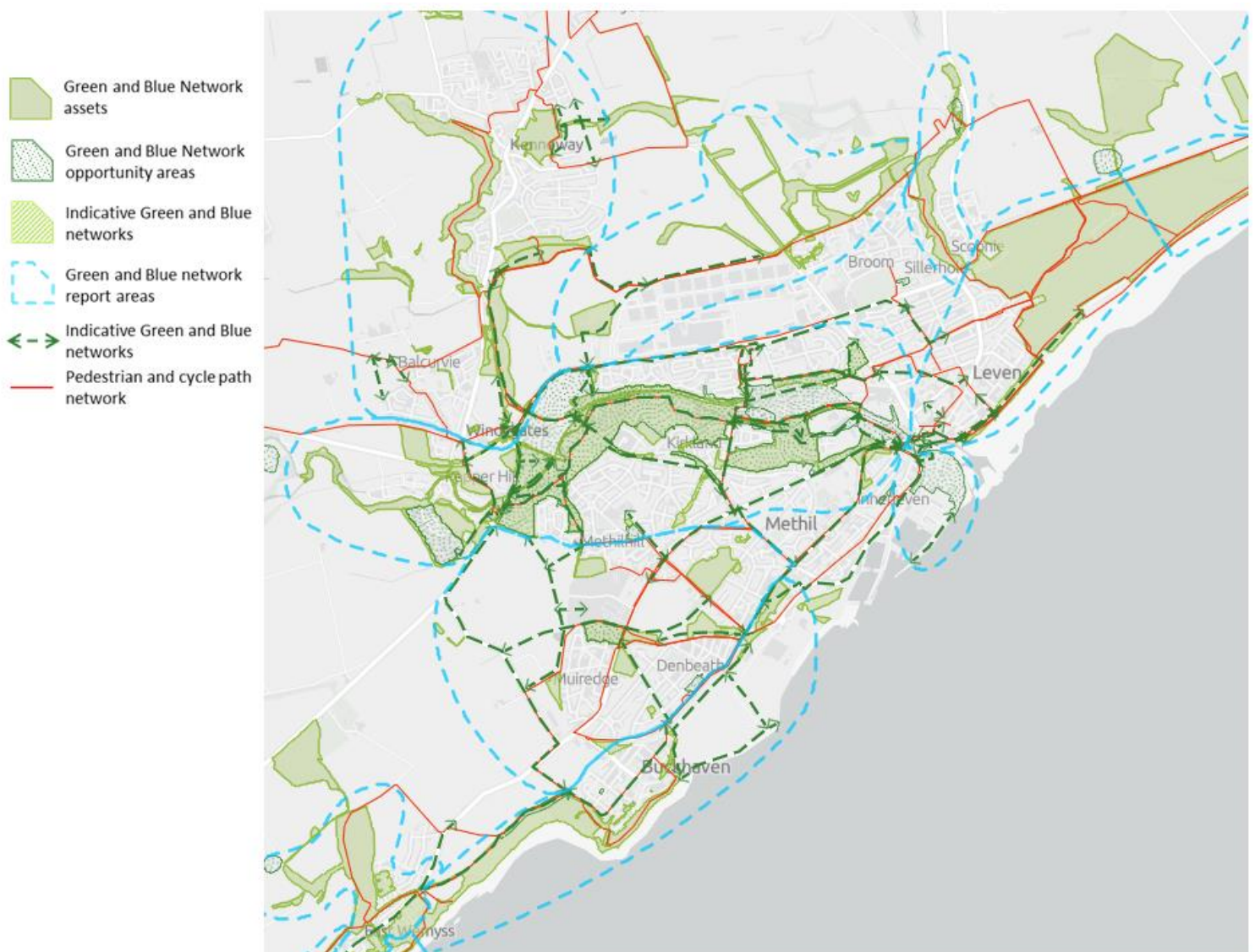


## P. Levenmouth Area

A total of 8 settlement-scale green and blue networks were identified in this area:

- LEVGN01: Methil to East Weymss Green and Blue network
- LEVGN02: Levenmouth to Lundin Links Green and Blue network
- LEVGN03: Letham Glen Green and Blue network
- LEVGN04: Kennoway Den and Esker Green and Blue network
- LEVGN05: River Leven Valley Green and Blue network
- LEVGN06: SDA Connections – Leven Valley to Buckhaven Green and Blue network
- LEVGN07: Methil Coastal Links Green and Blue network
- LEVGN08: Diageo Edge Green and Blue network

A short description summarising their key features, functions and opportunities is provided on the following pages.



Green and blue networks in the Levenmouth area. © Crown copyright and database rights 2024. Ordnance Survey 100023385.

## **LEVGN01: Methil to East Wemyss Green and Blue Network**

Stretching from Methil to East Wemyss along the waterfront, the Methil to East Wemyss green and blue network forms a key element within the strategically important Fife Coastal Route.

### **Key Features:**

- Part of the strategically significant Fife Coastal path route, linking the communities of Methil, Buckhaven and East Wemyss,
- Provides useable greenspace, with good community access, but quality is variable and access to the foreshore is difficult in places. There has been substantial community led environmental works carried out by CLEAR (Community-Led Environmental Action for Regeneration) in this area.
- Culminates at Memorial Park in Methil, currently via an on-street connection
- Coastal character contributes positively to the landscape setting of Methil, Buckhaven and East Wemyss.
- Important in avoiding coalescence.
- Intertidal zone is of significant habitat value (SPA, RAMSAR, SSSI designations), but current intertidal habitat quality more variable around the Energy Park Fife site. There are areas of grassland habitat to the west and east of Buckhaven.
- The Dynamic Coast mapping identifies some predicted coastal erosion between East Wemyss and Buckhaven and east of Buckhaven.
- Other notable assets include the Wemyss caves.

### **Opportunities for Enhancement:**

- Further investment required to enhance greenspace quality
- Potential, through investment, to improve access to the foreshore.
- CLEAR (Community-Led Environmental Action for Regeneration) are keen to see new woodland habitat creation around Buckhaven: could also enhance the settlement's landscape setting.
- Aspiration to improve the space at the junction of Church St and College St to enhance the quality of the streets in the local centre.
- Mix of segregated and on road active travel routes proposed as part of Levenmouth Connectivity Programme.
- Habitat enhancement potential – of the grassland along the coastal strip and of the intertidal habitat; would require more detailed scoping.
- Part of the proposed East Neuk 50 cycle route runs along the disused railway line route from East Wemyss and uses on-street connections to connect to Buckhaven. Potential to deliver active travel connection along former disused railway line route to link to the north of East Wemyss. Habitat enhancement potential – of the grassland along the coastal strip and of the intertidal habitat; would require more detailed scoping..
- Potential in any future development of Muiredge employment land to integrate a high quality active travel route along the southern perimeter of the site to provide a more direct route into and out of Buckhaven (aspiration of CLEAR).

### **Development Site Priorities:**

- Protect existing green and blue network assets.
- The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.

1. LDP proposal MET 010 (Energy Park Fife) – in developing the site the priority should be to:
  - Fully consider the intertidal area's SPA designation and reclaimed land issues when developing site proposals.
  - Integrate habitat, SUDS and greening within the layout of the energy park. This would offer multiple benefits within an efficient land use - public access would not necessarily be required.
  - Develop a high quality landscape edge along the western and northern perimeter of the site, incorporating active travel and contributing to the landscape setting.
2. LDP proposal BKN 002 (Factory Road) – in developing the site the priority should be to:
  - Integrate a high quality pedestrian and cycle route along the southern perimeter of the site to provide a more direct route into and out of Buckhaven (aspiration of CLEAR). (Consider in relation to Muiredge employment land).
  - Public access along the Coastal Path to the west of the site must be maintained at all times both during and after development.

### **LEVGN02: Levenmouth to Lundin Links Green and Blue Network**

The Levenmouth to Lundin Links Green and blue network stretches from the mouth of the River Leven in the west, along the coast to Lundin Links. It forms a key element within the strategically important Fife Coastal Path route.

#### **Key Features:**

- Extensive active travel network
- Coastal edge forms part of the strategically significant Fife Coastal Path route. High tide alternative route to the beach runs along the edge of the golf course.
- Good 'on-street' links to Leven town centre and bus station.
- Good quality greenspace assets include the promenade and Silverburn Park. Other green assets include Scoonie golf course, Leven Links golf course and the Lundin golf course, none of which are particularly publicly accessible although core paths run along their boundaries.
- Includes the coastal flood plain; large greenspace assets also provide an important local water management/drainage function. The Dynamic Coast mapping identifies some predicted coastal erosion along the coast by the Leven Links golf course.
- Contributes positively to the landscape setting of Leven, and to the wider Fife coastline.
- Intertidal zone is of significant habitat value (SPA, RAMSAR, SSSI designations) and there are areas of ancient woodland at Silverburn and in Lundin Wood to the north.

#### **Opportunities for Enhancement:**

- Potential to enhance the beach front promenade and develop as a 'Gateway to the East Neuk'.
- Potential to establish key missing links to surrounding green and blue networks and the bus station. There are a number of proposals for improvements to the green and blue network around the River Leven through a series of projects being led by the Leven Programme.
- There are proposals for new active travel routes as part of the Levenmouth Connectivity Programme connecting to the new Leven Station, the town centre and bus station and routes along the River Leven.

- Potential for habitat enhancements at Silverburn Park and many of the park buildings are in the process of being restored, in particular the Flax Mill.
- Likely to be potential to enhance habitats along the coastal strip –would not require public access. Would require more detailed scoping. The CSGN Habitat Networks and Opportunity Areas mapping has identified a secondary opportunity area for woodland enhancement to improve habitat connectivity between Silverburn and Lundin Wood.

#### **Development Site Priorities:**

- Protect existing green and blue network assets

#### **LEVGN03: Letham Glen Green and blue network**

The Letham Glen Green and blue network follows the course of the Scoonie Burn, providing a high quality asset serving the north east portion of Leven and linking into the wider countryside to the north.

#### **Key Features:**

- Existing active travel network. Links to Diageo Edge Green and blue network (LEVGN08). Connects well with the on-street network, including an on-street active travel connection to Levenmouth to Lundin Links Green and blue network (LEVGN02).
- Letham Glen provides a well-used, high quality greenspace asset.
- Former designed landscape. Contributes positively to the settlement's landscape setting, forming a high quality edge to, and entry point into, Leven.
- Notable habitat assets include the Letham Glen woodland, which provides an important habitat corridor and is an area of ancient woodland. Habitat connectivity is more limited to the south and north.
- Watercourse provides an important flooding and drainage function. Includes a culverted section to the north. Limited/localised flooding has caused some issues to the south of the green and blue network in the past.

#### **Opportunities for Enhancement:**

- Potential to enhance woodland habitat value, particularly in the northern part of Letham Glen through new riparian planting, which strengthens habitat connectivity with woodland assets in the wider countryside to the north, potential also to improve contribution to landscape setting. Opportunities in the south might be more limited.
- Existing woodland structure would benefit from woodland management.
- Opportunity to enhance landscape setting and habitat function where connects to the Diageo Edge Green and blue network (LEVGN08).
- The CSGN Habitat Networks and Opportunity Areas mapping has identified a primary opportunity area for woodland enhancement to improve habitat connectivity between Letham Glen and Aithernie Den to the north.

#### **Development Site Priorities:**

- Protect existing green and blue network assets
- The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.

LDP proposal LEV 003 (Land at Cupar Road) – priorities in developing this area should be to:

- Deliver a high quality development edge along the B927.
- Establish a new high quality landscape edge (incorporating access), along the northern and eastern boundary of the site to create an appropriate landscape setting for the development.
- Provide a link to the north of the site which gives access into Letham Glen.

#### **LEVGN04: Kennoway Den and Esker Green and blue network**

The Kennoway Den and Esker Green and blue network follows the course of the Kennoway Burn providing a key north-south connection between Kennoway and the strategically important River Leven Valley.

#### **Key Features:**

- Forms part of the existing active travel network, along a disused railway line, albeit the active travel route involves crossing the A915. Links to Diageo Edge Green and blue network (LEVGN08) and to the River Leven Valley Green and blue network (LEVGN05) via an important bridge link and level crossing over the river and railway. Improved crossings are to be provided as part of the rail reconnection works.
- Greenspace assets include: Kennoway Den (ancient woodland and former parkland), which has benefitted from community involvement in recent years to improve standards; Cotlands Park and the community gardens at Kennoway Community Shed
- Kennoway Burn performs an important water management/drainage function; no apparent flooding issues.
- Other notable assets/features include the prominent hill of Maiden Castle, and Kennoway Esker.
- Kennoway Burn and associated riparian habitat provides a significant habitat corridor and key habitat asset and includes areas of ancient woodland. There area also areas of neutral grassland habitat to the east of Kennoway
- Other wetland assets include Mill Lade, albeit the watercourse is currently heavily constrained by the adjoining agricultural fields

#### **Opportunities for Enhancement:**

- Investment required to enhance the greenspace quality of Kennoway Den including improvements to the path network and planting and vegetation management works.
- Some opportunity to enhance habitat value particularly through appropriate new planting and management: along Mill Lade to the south east; along the southern parts of the Kennoway Burn and to diversify the structure along the core path which follows the route of the disused railway line.
- Potential to improve the landscape edge of the Esker through appropriate new planting and management of existing vegetation.
- Potential to make more of Maiden Castle as a key feature: existing trees are in decline.

#### **Development Site Priorities:**

- Protect existing green and blue network assets
- The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.



1. LDP proposal KEN 007 (East of Sandy Brae Industrial Estate) – in developing the site the priority should be to:
  - Provide a high quality landscape and access link which provides connections to and from the south side of Kennoway (consider in relation to proposal KEN 005)
  - Create a new high quality landscape edge along the southern perimeter of the site, which enhances the setting of Kennoway.
2. LDP proposal KEN 005 (Old Station Road) - in developing the site the priority should be to:
  - Provide a high quality landscape and access link which provides connections to and from the south side of Kennoway (consider in relation to proposal KEN 007)
  - Create a new high quality landscape edge along the southern perimeter of the site, which enhances the setting of Kennoway.
3. LDP proposals KEN 002 (Land between Halffields Gardens and Leven Road) – in developing the site the priority should be to:
  - Develop a new high quality green and blue network east-west along the watercourse connecting King George's Field greenspace to Meggie Den and fronted by a good development edge. The green and blue network should incorporate access, high quality SUDS and habitat provision.
  - No development should be within 10m of identified woodland and wetland habitat and unimproved grassland habitat along the Meggie Den.
  - Ensure the layout of the sites provides good north-south connectivity to establish easy access to the green and blue network from within the development and the adjoining communities to the north and south.
  - Deliver a high quality development frontage on to the King George's field greenspace.
4. LDP proposal WDY 002 (Land at Temple) – priorities in developing this area should be to:
  - Deliver a high quality development edge along Fa-latch Road and Durie Place.
  - Establish a new high quality landscape edge, along the northern and western boundary of the site to create an appropriate landscape setting for the development.

#### **LEVGN05: River Leven Valley Green and blue network**

The River Leven Valley Green and blue network follows the course of the Leven and forms a substantial and strategically important 'green spine' through the heart of Levenmouth.

#### **Key Features:**

- Key green and blue network spine, with existing active network. Links to green and blue networks 4 and 8, but some key gaps in network, as well as accessibility, quality and perceived safety issues. The extensive active travel connectivity programme along the river and beyond should address these issues.
- The railway and river are barriers to north-south movement. The existing crossing points are therefore significant and need to be protected. Many of these are to be upgraded as part of the Levenmouth connectivity programme and the re-instatement of the railway.
- Significant landscape resource, with a strong landscape character – makes an important contribution to landscape setting.
- Significant greenspace asset, but quality is poor and area has significant potential to be used much more heavily for recreation. There are proposals to improve the quality of the greenspaces along the River Leven as part of the Leven Programme.
- Provides a significant flooding and drainage function.

- Significant habitat corridor through area including areas woodland, neutral grassland and wetland habitat. However, better management of existing vegetation/woodland is required.
- Includes some sites with contaminated land issues.

### **Opportunities for Enhancement:**

- Potential to become a key riverside park and significant recreational asset – investment required to improve greenspace quality and accessibility.
- Significant potential to develop function as key green and blue network spine, establishing key multi-use active travel connections to green and blue networks LEVGN02, LEVGN04, LEVGN06 and LEVGN07, and to Methil waterfront, the transport interchange, and to Leven promenade.
- Possible future potential to establish an active travel route which links all the way to Loch Leven – would require more detailed scoping.
- Significant potential to enhance habitat value through appropriate new planting and management of existing woodland assets. Potential also to improve contribution to landscape setting.
- There are a number of proposals for improvements to the green and blue network around the River Leven through a series of projects being led by the Leven Programme including: the Connectivity Project creating a network of paths and cycleways from Cameronbridge to Levenmouth; improvements throughout River Leven Park to create an accessible, attractive and biodiverse greenspace and river restoration projects. Associated projects include the creation of raingardens along active travel routes.
- Mine water treatment plant by Scottish Water Waste Water Treatment Plant may be able to deliver wider green and blue network benefits.
- The Fife NHS Greenspace Strategy identifies opportunities for enhancing biodiversity in courtyards, rooftops, verges, and lawns; and the potential to create green corridors, pocket parks, and gardens and areas for food production within the grounds of the Cameron Hospital.

### **Development Site Priorities:**

- Protect existing green and blue network assets.
  - The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.
1. LDP proposal MET 004 (Glencast Foundry) – in developing the site the priority should be to:
    - Enhance the site through landscape restoration and decontamination
    - Establish a high quality landscape edge with the existing River Leven Valley Green and blue network assets incorporating a formal landscaped walkway along the River Leven frontage that links the areas of protected open space to the west and east of this site.

### **LEVGN06: SDA Connections – Leven Valley to Buckhaven Green and blue network**

Strategically important area for the establishment of a multi-functional green and blue network which delivers vital connections as a key mechanism in helping to integrate the development of the Levenmouth Strategic Development Allocation (LDP proposal LVA 01) with its wider setting and adjacent communities.

**Key Features:**

- Forms a crucial pivot for key networks around Levenmouth. Existing active travel network and some connectivity provided to Buckhaven High School. Significant potential to further enhance active travel connections.
- Existing greenspace assets include: Herd Park, the playing fields, recreational ground just to the north of Muiredge, Muiredge plantation and Buckhaven High School Grounds.
- Limited habitat assets at present, but some key areas of small-scale woodland and significant potential to enhance wider habitat value.
- Contribution to landscape setting currently limited – need to improve landscape setting of existing settlement, of industrial buildings at Muiredge and to enhance the sense of arrival on approach from west along A955 and A915.
- Noise from the A915 and overhead wires influences experience of the northern part of the site

**Opportunities for Enhancement:**

- Opportunity to improve quality of experience of walking between villages through creation of off-road active travel route to link between the Strategic Development Area and East Wemyss (B930 and A955).
- Potential to deliver active travel connection along former disused railway line route to link to the north of East Wemyss.
- CLEAR (Community-Led Environmental Action for Regeneration) have been planting pockets of new woodland around Buckhaven which will help to enhance the settlement's landscape setting.
- The Fife NHS Greenspace Strategy identifies opportunities for enhancing biodiversity in courtyards, rooftops, verges, and lawns; and the potential to create green corridors, pocket parks, and gardens and areas for food production within the grounds of the Cameron Hospital.

**Development Site Priorities:**

- The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.
  1. LDP proposal LVA 001 (Levenmouth Strategic Development Area) – in developing the area the priority should be to:
    - Establish new high quality greenspace as an integral part of the wider green and blue network, combining greenspace functions, with sustainable drainage, active travel, landscape, and habitat provision.
    - The new high school is a key destination – maintain existing active travel routes and seek to deliver key north-south landscape and access connections which are currently missing providing active travel routes from Windygates, Kennoway, East Wemyss, and Buckhaven to the high school.
    - Fully consider water management and drainage issues: need to identify appropriate land take at the earliest stage in developing proposals for the site; the greenspace to the east of the Diosynth site is located at the lowest point in the Strategic Development Area and could potentially be linked to the Sustainable Urban Drainage Systems.
    - Create a robust landscape framework that: mitigates existing landscape problems (road noise and edge with A915, overhead lines and sense of arrival along A955 and A915 are important considerations); enhances the existing settlement edge and maintains existing path connectivity through this area; creates a new high quality landscape edge along the western edge of the Strategic Development Area.



2. LDP proposal LVA 002 (Levenmouth Link Road) – in developing the area the priority should be to:
  - Ensure that the new Levenmouth link road functions as a street, with well-designed crossing points, so that it does not become a barrier to connectivity.

### **LEVGN07: Methil Coastal Links Green and Blue Network**

A significant area for the establishment of green and blue network links, as a mechanism to help improve access to and public realm in the waterfront area and deliver key connections to Leven.

#### **Key Features:**

- Key destination/meeting point at the mouth of the Leven, but legibility, and quality public realm are currently lacking.
- Poor connection to the Leven to Lundin Links Green and blue network (LEVGN02), to the transport interchange, and an unwelcoming connection to the River Leven Valley Green and blue network (LEVGN05) due to the former power station site.
- No greenspace or civic space function at present.
- Highly prominent site, with significant potential to contribute positively to landscape setting
- Outflow of the River Leven. Waterfront protected by sea defences. Current grey infrastructure provides no real drainage function.
- Areas of neutral grassland and woodland habitat to the south and west of the former power station.

#### **Opportunities for Enhancement:**

- Significant potential to enhance connectivity to the coast and establish high quality links to the River Leven Valley Green and blue network (LEVGN05) and the Leven to Lundin Links Green and blue network (LEVGN02), and to help establish the Levenmouth area as a new 'Gateway to the East Neuk'.
- Mix of shared and segregated active travel routes are proposed as part of Levenmouth Connectivity Programme. Upgrading or replacing the existing bridges across the River Leven would improve active travel linkages with the town centre.
- Significant potential to develop this prominent site as a key destination, through public realm improvements/coastal promenade along the waterfront creating a high quality waterfront edge – potential needs to be ground truthed and explored at a more detailed scale
- Likely to be potential to enhance habitats along the coastal strip; does not require public access.

#### **Development Site Priorities:**

- The green and blue network priorities below relate to proposals in Fifeplan (2017) these will be reviewed at the Proposed Plan stage of Fife's LDP2.
1. LDP proposal MET 011 (Methil Power Station) – in developing the area the priority should be to:
    - Create a high quality waterfront edge/civic space as a key destination and meeting point at the mouth of the Leven, with a high quality link to the River Leven Valley Green and blue network (LEVGN05), improving the setting and perception of this area of the waterfront.

### **LEVGN08: Diageo Edge Green and blue network**

Travelling east-west, the Diageo Green and blue network provides a significant linking element that defines the northern perimeter of Leven.

**Key Features:**

- Existing active travel route provides connectivity east-west linking Kennoway Den and Esker Green and blue network (LEVGN04) to Letham Glen Green and blue network (LEVGN03).
- Currently no greenspace function
- Existing habitat assets include: Kirkquharnon Wood and Tullylaw Wood which include areas of ancient woodland, Mill Lade wetland just to the north-west of the Diageo warehouses and a small unnamed wetland/watercourse south of Dembert Law.
- Forms a key settlement edge, with significant potential to improve its contribution to landscape setting and soften the impact of the Diageo warehouse complex

**Opportunities for Enhancement:**

- Significant potential to improve the settlement edge and screen/soften the industrial warehouses through appropriate new woodland planting – with a diverse structure and varied density – on north side of Diageo. Potential also to enhance habitat value.
- Potential also to enhance existing wetland areas to improve their, landscape and habitat and biodiversity functions.
- Good potential to link to River Leven Valley Green and blue network (LEVGN05) along the north-west edge of the Diageo site and to establish a green and blue network link to the south side of Kennoway, creating a round active travel route.

**Development Site Priorities:**

- Protect existing green and blue network assets